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DEATH.

On November 14th, at Yokohama, HARRY
THOMAS WATSON, chief examiner, I. M. Customs,
Chefoo.HONGKONG OFFICE: 10A, DES VUEX ROAD C.
SHANGHAI OFFICE: 131, FLEET STREET, P. U.

The Daily Press

HONGKONG, NOVEMBER 26TH, 1907

Dr. AUBEL STEIN has proved himself a model explorer, and the results that he has already attained in the till lately mysterious regions of Central Asia lying immediately west of China afford an indication of what we may expect regarding the farther history of Asiatic civilisation when his explorations come to be still further extended. Lately he has been extending his researches into the districts of the Gobi immediately adjoining western China, and here his researches, though not to the ethnologist likely to be of as great importance as those further west, will for the purposes of the historiographer who desires to understand the rise of the imperial power of China from its foundation by the great T'sin Shihwangti, be of still greater interest. One of the great movements of Asiatic history, whose echoes reached as far as Imperial Rome, had its headquarters in these regions—the struggle for mastery between the Hsiung Nu and the Huns, which long remained undecided; and it is therefore of consequence that Dr. Stein should start provided with the latest information derivable on the subject rather than that he should be left of his own devices to struggle out of the Sibirian bog in which the subj. of has been left through the errors of DECAUVILLE, and his modern

followers. For his age—the earlier part of the eighteenth century—DECAUVILLE was a fair Oriental scholar, but he seems to have known little Chinese, and to have been entirely dependent on second hand translations of the Wanhsien Kungmu, itself a rehash of no critical acumen of older works of very different authority. DECAUVILLE's History of the Huns may be best described as a work of the same age and similar authority with ROLLE's "Ancient History," and it would be as profitable to go to the latter for a history of ancient Egypt or Babylon as to DECAUVILLE for the ancient history of Central Asia. Our modern Chinese scholars are as deficient in critical judgment as their predecessors of the eighteenth century, and have been content to copy their blunders, without, of course, the same excuse; and so Dr. STEIN, not himself a professing Chinese student, has been led into the error of confounding Hsiung Nu with Hsiung Nu. The error, which amounts to an entire falsification of the ethnographic history of Asia, as well as dislocating the later history of the Roman Empire, is of importance, the more especially that neither ethnographically nor philologically is there any connection between the two peoples, who are in both respects as far apart as the poles. Klaproth a century ago shattered DECAUVILLE's arguments, but the modern sinologist still, from ignorance or malice prepense, elects to repeat the error.

As a fact, while the swarthy low featured dark eyed Hunn described by AMMIANUS MARCELLINUS is an unmistakable Oghuz, all the descriptions we possess from Chinese sources lead to the conclusion that the Hsiung Nu there figured belonged rather to the blond type; was tall, fair complexioned, and possessed that generosity of character which has at all times marked the Turk in contrast with the Oghuz type. The Hsiung Nu was, in fact, the true forerunner of the modern Osmanli in feature as in disposition; and the remains of his speech preserved for us by SENG TAI are distinctly of the Osmanli type. The true descendants of the Hsiung Nu were in fact the Tughul of the sixth century and the Seljuk of the tenth, and through the latter the modern Osmanli. The Hunn of AMMIANUS who so nearly brought the early Byzantine Empire to destruction, and who disturbed the whole of Europe till conquered on the field of Chalons, finds his closest modern representative in the swarthy Vagul of the Ural.

This confusion of Turk and Oghuz is not, however, the only error into which Dr. STEIN has been led by his false guides in his short description of this Gobi land. Equally in error, though the consequences are of less importance, are the supposed identification of Charkhik and Leolan. Leolan, or as it was apparently subsequently called, Shen-shen, the Napu, i.e. Navapur or Newtown of the monk Yuen Chwang was undoubtedly the modern Cherechen. Originally the capital of the old Arjuna tribes of Eastern Turkestan, its history is very instructive, and its capture formed one of the main achievements of the mythical Nauwang in the story of the Great Migration. Charkhik on the other hand represents the site of the mythical K'i the first home of the Cheos who founded the first kingdom in northern China, the forerunner of the subsequent Empire. It is in fact the K'isse or Ch'esse of the T'sien Han Shu, when it constituted a separate kingdom. As Dr. STEIN rightly tells us, the Lake Lop was in those early days far more extensive than at present, and so the road to Shen-shen had to hug the northern slopes of the modern Altyn Tagh, and passed through the land of K'isse, in modern times known as Gash. This territory in the time of the early Han was far more fertile and better watered than in modern times, and we find the Emperor Wu offering it as pasture land to the Wusun, who, however, declined it, whereupon he settled here the Hwanyas who had been dispossessed by the Hsiung Nu of the former homes. It has often been a subject of wonder why the ancient travellers in Central Asia going west from Shacheo or Tashwang, instead of proceeding due west, made a detour far north by way of Kuanli whence they proceeded by Cherechen to the west. The explanation is to be found in this former great extension of Lop, which in the early middle ages seemed to have for a time at least, blocked the southern road. When the road was re-opened the desert was found to have so far advanced that few travellers ventured on making the journey. Up to the time of the Wei Shu, where the way stations are mentioned, the lines of military works established by the Han monarchs seem to have been kept in good order, but under the later monarchs of the dynasty, who had lost the energy of their predecessors these works were gradually

suffered to fall into decay, and the sandy desert made rapid advances, so that with the rise of Mohammedanism and the decay of the Buddhist monasteries, that had flourished under the rule of the earlier Wei sovereigns, the whole of these countries became a howling desert.

Here history repeats itself. In our own times the savage T'o Tsungtang was sent under the present regency to put down the Mohammedan rising which had taken place as a sequence to the rule of the Amir Yakub in Kashgar. T'o's sole idea of repression was extermination, and the entire country was devastated, and the inhabitants, men, women, and children, ruthlessly massacred. T'o was indeed temporarily successful: he made a howling wilderness of the oases that had up to his day survived, and the land deprived of its inhabitants, and with its irrigation works destroyed, has in the latter part of the nineteenth century become an irreclaimable desert, never more to be restored to cultivation. Such is the story of Eastern Turkestan, which we are now, after the explorations of Dr. STEIN, beginning to comprehend. A much wiser course in the interests of humanity at large would have been to have listened to the prayers of of YAKUB BEG, and assisted him in the founding of his kingdom; but through a mistaken policy of supporting China on every occasion, whether right or wrong, we have aided in the final ruin of Central Asia, and weakened our own rule in India.

Mr. Melbourne: Iman, Australian champion billiard player, arrived in the Colony from Australia yesterday by the s.s. Yawala Maru.

At the Police Court yesterday, Mr. F. A. Hazland sentenced two coolies to six weeks' imprisonment and six hours' stocks for stealing a large jar of preserved fruit.

Mr. Ivan Chan was to read a paper on "Comparative Study of English and Chinese Customs and Superstitions" at a meeting of the China Society at the Caxton Hall on November 7.

The property known as No. 354, Queen's Road Central and No. 4, Lower Macao Row, which was to have been offered for sale yesterday by Mr. G. P. Lammert, auctioneer, was withdrawn.

Sixteen griffins which arrived from Tientsin by the s.s. Cheong Sing will be offered for sale by Messrs. Hughes and Hough at Kennedy's Stables, Causeway Bay, on Thursday afternoon.

At the meeting of the Sanitary Board, to be held this afternoon, letters will be read from the Government relative to the transfer of four inspectors to the Police Department; and to the infectious disease bylaws. The report by the committee relative to the use of the 1, 2 and 3 mixture instead of liquid fuel, will also be considered.

The promotion of Sir Ian Hamilton to the rank of General was gazetted after a service of thirty-five and a half years. He has seen an extraordinary amount of active service, and has been mentioned in the dispatches relating to no fewer than seven campaigns. In the late war in South Africa he was mentioned six times, and was twice promoted for distinguished service.

Twelve gamblers arrested by Detective Sergeant Munro aboard the s.s. Yang King on Sunday were placed before Mr. F. A. Hazland at the Police Court yesterday. The two keepers were fined \$50 each, and each of the players \$3. Another batch of fourteen arrested by Inspector Ritchie aboard the Hsiang were charged before Mr. C. D. Melbourne. Each of the two keepers was fined \$30, and each of the players \$3.

On Saturday afternoon a lunkong arrested a native in Centre Street who was under the influence of liquor. The inebriate, was amusing a large crowd of coolies, and refused to go to jail quietly, so the lunkong, who was without handcuffs, had to throw his man and tie his hands behind him with a towel. Then it was an easy matter to take him to the station, where he was put in a cell and went to sleep. In the morning he was found to be insane, and instead of being taken to the Police Court, was removed to the asylum.

The Bandmann Comedy Co. are to occupy the Theatre for six nights commencing on December 12th. Most of the old members of the company are returning, including Claude King and Florence Hamer, and the pieces to be staged include the latest London successes, such as "The Waifs of Jericho," "John Gay's Honour," "Beauty and the Beast," "Sherlock Holmes," and the Earl of Pawtucket. The dates will be announced in the course of a few days. With such an attractive repertoire the company is certain to have the satisfaction of playing to crowded houses.

They are having busy times at the Post Office these days, what with the Christmas mail and the compiling of statistics which will be used in determining the tarporer of each Post Office in the Postal Union for the next six years. The excess of the Christmas mail this year as compared with that of last year is 63 bags of letters and 14 boxes of parcels. The total taken by three mails in 1906 was 372 bags of letters and 115 boxes of parcels, whereas the three steamer's taking mails due in England before Christmas this year carried 441 bags of letters and 129 boxes of parcels. Of late the Post Office staff have been exceedingly hard at work, even the Postmaster-General, Mr. C. McEwen, being at the office shortly after seven o'clock in the morning.

The plague totals at date are 237 cases, 229 deaths. Last week there was a European case of diphtheria and two cases of enteric.

The report comes from Hankow that during a conversation the other day at Wuchang between a certain Consul and H.E. Chao Er-shen, Viceroy of the Hukang provinces, the former is credited with a suggestion to the Viceroy that, as the people of Chikang are opposed to a foreign loan for the Soochow, Hangchow and Ningpo Railway, it would be a good idea for the Imperial Government to take it up for its own use. "Yes," replied the Viceroy, "then the lenders will be asking for privileges and benefits in consideration thereof."

A very touching instance of the devotion of an old native officer to his "shih" comes from India. When recently the news reached him that his old commanding officer—Major-General J. W. Loughbrough—was dead, this native officer, whose name is Ibrahim Khan, of Maradan, was in perfect health, though 78. Taking the letter containing the sad news to the Mosque, he laid it on the ground before him, and said, "God, I am too old that I should stand this shock, take me also that I may again serve my old master!" From that day he just sank away, and a few weeks after died, happily and peacefully, saying, "I go to serve my General Sahib in Heaven."

Herr Woolfing, formerly the Archduke Leopold of Austria, who renounced all his titles in order to marry Fraulein Adamovics, the ginger, from whom he subsequently separated, has married again. Herr Woolfing is the brother of the ex-Crown Prince of Saxony, who eloped with the tutor Giron from the Dresden Court, and recently married in London the Italian pianist, Signor Toselli. The ex-Archduke's bride on this occasion is Fraulein Maria Magdalena Ritter, a woman twenty-five years old and of humble origin. The ceremony took place at Zurich, Herr Woolfing, a lawyer, two men friends, and the bride and her two sisters going in company to the town hall, where the marriage took place. There was no religious ceremony.

Count Zappella denies the report that the German Government has bought his airship. What the Government has done is to buy the building wherein the airship is housed, refunding by this means the money Count Zappella spent on it, and providing him with ready money wherewith to continue his present trials. Moreover, the Government has ordered from the Count a new airship of considerably greater capacity than the present one. The new airship will be capable of carrying a crew of 15, and it will be driven by a motor of 285 h.p. The trial at Friedrichshafen on September 8 of the Count's present airship was of a most successful character. It was carried out in the presence of the German Crown Prince, the King of Wurtemberg, and the Archduke Franz Salvator. The military airship made another successful excursion over Berlin next day, exciting no inconsiderable curiosity among the people in the streets.

From the Suez Canal returns it appears that there has been a decrease of 57,069 tons last year, as compared with 1905, in the tonnage of British vessels, which amounted to 8,833,929 tons in 1904, 8,356,940 tons in 1905, and 8,289,931 tons in 1906. During the same period, the tonnage of German vessels has increased from 1,968,581 tons in 1904 to 2,134,484 tons in 1905, and to 2,155,552 tons in 1906. The percentage of the British vessels and their net tonnage decreased in 1905, being 51.7 and 61.7 respectively, as against 51.4 and 63.6 in 1904, and 63.2 and 65.9 in 1905. The percentage of German vessels and their net tonnage was 14.8 and 16.0 respectively, as compared with 14.6 and 16.1 in 1905, and 12.8 and 14.7 in 1904, while the percentage of net tonnage of the other maritime nations using the Canal in 1906 remained practically stationary as compared with the preceding year.

Belgian commercial circles are commenting upon a statement made by the "Kölnische Zeitung," and believed to have been made by the German shipowners of Antwerp and other ports in Northern Europe, to the effect that the great German shipping companies intend to abandon Antwerp as a port of call and to let their vessels call at the new Belgian seaport of Seebrogge; this step is due to the action of the Borgomaster of Antwerp in having promised the dockers an increased rate of pay, although he was not authorized to make any such promise. The statement thus made by the German journal seems to confirm the rumors that the "Fédération Maritime" was supported directly by the German shipowners in its struggle with the dockers. When the new seaport of Seebrogge was opened, recently the leading German shipping companies showed a great deal of interest in the enterprise, and they were represented largely at the ceremony.

New York, says the "Jewish World," contains a remarkable Jewish centenary in the person of Barant Volinski, who lives with his son at 233, Thotford Avenue, Brownsville. In spite of his 106 years, he is still vigorous, and only a short time ago danced a "Camarista" at the wedding of one of his great-grandchildren. Mr. Volinski remembers Napoleon's invasion of Russia in 1812. He was born in Kozlin, a town of the government of Grodno, and settled in Antipolia, where he had a prosperous business as a wine merchant. His business was ruined, however, in the troubles of 1881, and he went to New York. By his first wife, whom he married very young, he had twelve children. He married again at sixty-five, his second wife being only twenty-two, and had fifteen children. Altogether his children, grandchildren and great-grandchildren number ninety-two—and he remembers all their names. He rises every morning at four, drinks a great deal of tea, and smokes a pipe.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

BRITISH MILITARY APPOINTMENT.

LONDON, November 25th.

Major-General Miles becomes the Quarter-Master-General to the Forces.

[This post carries with it an annual salary of £2,500, and makes the holder the Third Military Member of the Army Council. The previous holder was General Sir W. G. Nicholson, C.B., C.V.O., &c., was born in 1850, and entered the army in 1869. He was A.A.G. at Aldershot and Commander of the Staff College. In the last Boer war he served as D.A.G., and was twice mentioned in despatches, earning the Queen's medal with six clasps, and his C.B. He has held an headquarters appointment—Recruiting and organization—since 1904.]

INDIAN RAILWAY STRIKE.

LONDON, November 25th.

The Indian railway strike continues.

CRISIS IN PORTUGAL.

LONDON, November 25th.

The situation in Portugal has grown worse. It is reported that the garrison and warships at Lisbon have mutinied.

THE COTTON TRADE TROUBLE.

LONDON, November 25th.

The cotton operatives of Lancashire and the employers have agreed to a fortnight's armistice, for negotiations.

MILITARY MOTORIST KILLED.

LONDON, November 25th.

Major-General Colville has been killed in a motor accident.

[Major-General Sir Henry Edward Colville K.C.M.G. was born in 1852, and entered the Grenadiers in 1870. He saw much service in Africa, chiefly as Intelligence Officer in Sudan and Egyptian expeditions, and it was he who compiled the official history of the 1896 campaign. He was also in Burma in 1895, and had command of the infantry at Siverat in 1899. His name figured over and over again in despatches.]

NOBEL PRIZES.

LONDON, November 25th.

Nobel prizes have been awarded this year to Sir William Crookes (science) and Mr. Rudyard Kipling (literature).

[REUTERS'S SERVICE.]

THE SLEEPING SICKNESS.

LONDON, November 22nd.

The second international conference on the Sleeping Sickness has been postponed in deference to the wishes of Germany, which desires its delegates to have time to submit the result of Dr. Koch's recent investigations.

THE EXPORT OF GOLD TO NEW YORK.

LONDON, November 22nd.

New York reports that freight has been engaged for a further £2,800,000.

THE RAILWAY STRIKE IN INIA.

LONDON, November 23rd.

The Indian railway strike has been partially settled and the running of mail trains is being resumed.

THE LATE RUSSO-JAPANESE WAR.

LONDON, November 23rd.

Count Benckendorff to-day will hand Baron Komura a draft for £2,860,441 for the maintenance of Russian prisoners during the late war.

CROSBY HALL.

LONDON, November 23rd.

The Chartered Bank has declined to any longer suspend the demolition of Crosby Hall, pending further efforts to complete the sum required.

[N.C. Daily News Service.]

KOREA AND JAPAN.

TOKYO, November 21st.

The Korean Emperor has issued a decree ordering the Crown Prince to study in Japan, and appointing Prince Ito as his tutor in loco parentis.

COMPETITION IN MANCHURIA.

TOKYO, November 21st.

The tax on native-boatsmen at Newchwang has been remitted for one year in view of the competition between Japanese and foreign merchants.

PANAMA BONDS.

NEW YORK, November 19th.

President Roosevelt has authorized the issue of 50,000,000 Panama Canal bonds and 100,000,000 Treasury certificates collaterally with an additional banknote issue. The proceeds of the sale of the Canal bonds has afforded immediate relief on the financial situation. It is rumored that Mr. J. Pierpont Morgan is buying Canal bonds.

SUPREME COURT.

Monday, November 25th

IN SU MARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERZ (ACTING CHIEF JUSTICE).

DISPUTED OWNERSHIP.

Tsui Hing-pu brought action against the Tsang Yu firm to recover \$738.40 due for goods sold and delivered.

Mr. O. D. Thomson, who appeared for the plaintiff, said the defendant firm carried on business at Tungsha village in the Fukien Province. On November 2nd a junk arrived here from that village with a quantity of cargo consigned to the plaintiff. In the course of a conversation with the junk owner the plaintiff learned that there were goods on board consigned by the defendant firm, who sent a man in charge of them. The name of that man was the same as the present claimant. As the defendant owed the plaintiff money he issued a writ of foreign attachment, and notice of the claim was not given until twelve days after the writ had been delivered.

His Lordship delivered judgment for plaintiff on the writ, and then an issue was tried to decide who was the owner of the property seized. Mr. H. K. Holmes appearing for the claimant who, he said, was a trader in Hongkong and had his goods shipped to this port by the same junk as the plaintiff.

After hearing the evidence, His Lordship gave judgment for the claimant, with costs.

MARINE MAGISTRATE'S COURT.

Monday, November 25th.

BEFORE COMMANDER BASIL R. H. TAYLOR, R.N. (MARINE MAGISTRATE).

CARELESS COXSAINS.

Sergeant Sutor presented Chu So, master of the steam launch Pook Lee for unlawfully blowing the steam whistle of his launch other than for the purpose of navigation on the 20th instant.

The Sergeant stated that while in the police launch he saw defendant's launch proceeding from east to west in the fairway. He was blowing his whistle and waving a lantern from his launch signalling to the Hong Man I, which ship was coming in. The signal was answered from the latter. Witness stopped the defendant and asked why he was blowing his whistle, and the latter replied that there were a lot of sampans in his way. Afterwards he asked witness to give him another chance and say nothing about it. The Sergeant looked for sampans with a glass, but could see none. His Worship imposed a fine of \$20, the alternative being six weeks' hard labour.

HONGKONG AMATEUR ATHLETIC ASSOCIATION.

Major Broke presided at the first annual meeting of the Hongkong Amateur Athletic Association held at the Hongkong Hotel last evening. There were also present Messrs. H. L. O. Garrett (secretary), P. C. Gray, J. Lammert, L. J. Wihart and Dr. F. H. Kew (committee), Messrs. F. A. Biden, E. T. Jackson, P. Linton, A. von der Floden, Woods, J. H. Mond, H. Battiscombe and A. B. Sutherland.

The rules drawn up at the inaugural meeting of the Association were submitted, and Mr. Mead asked whether a reply had been received from the A.A.A. regarding rule 10 as to whether the records of soldiers who competed in regimental sports would be accepted.

The CHAIRMAN stated that the reply received was a rather sweeping one. It stated that a soldier or sailor who was an amateur lost his amateur status if he competed at a regimental or service meeting whether for a money prize or not. Championships of army races were, however, exempt from this rule.

Members agreed to the adoption of the rules. The CHAIRMAN—Now we are an Association numbering 61 members, no less than 37 of whom have paid their subscriptions in advance. Our liabilities amount to \$350, mostly for printing, and this will be paid out of the subscriptions.

The SECRETARY stated that the committee had adopted a scheme for a series of cross country runs in which entrants would pay \$1. After five runs the man with the highest aggregate would get the challenge cup, while the man who won each race would get a medal.

Members approved of the scheme of the committee, and it was decided to hold the first run on Sunday, December 15th, at 3.30 p.m., over a course to be selected by the sub-committee.

Regarding the holding of an athletic meeting to cover championships not held at any other meetings, the SECRETARY was instructed to write, and obtain the opinion of members. He was also authorized to send the affiliation fee to the A.A.A., London.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 25th at 11.55 a.m.—The depression is moving away over the Pacific to the N.E. of Japan.

The barometer has risen considerably in S. Japan, and a moderate rise has taken place also over China.

The anticyclone covering China is central to the north of the Yangtze. Pressure remains relatively low over the S. part of the China Sea.

Very strong monsoon may be expected in the Formosa Channel and the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood N. and N.E. (strong) fair; win's fresh to strong; fair.

Formosa Channel N.E. gale.

South coast of China between Hongkong and Lamook Samson No. 1.

South coast of China between Hongkong and Hsianan Samson No. 2.

REVIEW.

Over Sea Britain, by E. F. KNIGHT. LONDON: John Murray, 6s.

This is the first volume—a second being promised—of a descriptive record of the geography, the historical, ethnological, and political development, and the economical resources, of the British Empire. It deals with "the nearer empire": the British possessions in the Mediterranean, Africa, and America. It is embellished with a number of excellent, up-to-date maps, showing rainfall, temperature, and vegetation charts. If the second volume dealing with Asia and Oceania, turn out as good as the present instalment, it will be regarded as a very valuable standard work. It is interestingly arranged and lucidly written, and the collation of geography and history in this form makes it as easy to read as a novel. It is thoroughly Imperialistic in tone, almost smacking of Joseph Chamberlain in fact, and in parts its politics may not meet the approval of all readers. The author takes, for instance, a very kindly view of the various chartered companies. To them the British Empire undoubtedly owes a great deal, but there are people who will gape a little to read that their motives were so altruistic as the author thinks: to be told, for example, that they were "ever showing themselves ready to forego immediate profits, rather than shirk the high responsibilities imposed upon them." The history of Africa is absorbingly interesting, and one is surprised to find how much of it was either unknown to one or forgotten, considering that it is all covered by one's lifetime. We have no space to quote extensively, but in the circumstances we cannot miss the local interest of the two following passages:

[p. 140] "In Nigeria, as in our other recently acquired tropical possessions, able administrators have been forthcoming to direct imperial expansion. Sir Frederick Lugard, first as servant of the Royal Niger Company, and the negotiator of treaties with the chiefs of the Hinterland, and later as High Commissioner of Northern Nigeria under the Imperial Government, did as useful work here as in that other country, Uganda, which is so intimately connected with his name."

[p. 147] "On the conclusion of the Anglo-German Agreement of 1890, Captain, now General Sir Frederick Lugard, who as pioneer and administrator has done so much good service in Africa, led an expedition into Uganda, entered into a treaty with the king, settled so far as was possible the dispute between the three religious factions, enlisted into the Company's service the Sudanese who had been left on the shores of Lake Albert Nyanza by Emin Pasha, defeated the savage King of Unyoro, erected forts and garrisons there, and firmly established the Company's influence up to the westernmost limits of what is now the Uganda Protectorate."

How tame now Hongkong seem to a man who has done all that. This book, which we honestly and warmly recommend to all classes of readers and students, tells of the exploits of many other such makers of empire. And its descriptions of places are no less fascinating. How many people could answer offhand a question about, say, Tristan D'Acunha? This is the largest of a group of small islands lying 1500 miles to the west of the Cape of Good Hope. It was discovered by the Portuguese in 1506. Nearly a century ago Britain put a garrison there, but withdrew it in twelvemonths. Now there is a community of about a hundred farmers, who breed live stock and grow vegetables, bartering fresh provisions for passing whalers and sealers for manufactured goods. Happy island of seven miles long! "There is no government beyond a patriarchal control exercised by the elder men, and there is no crime." Some readers may be calling at Cook's for a ticket to Tristan D'Acunha after this; but they should first get Mr. Knight's book, wherein they may read of many other attractive places, over which flies "the only flag worth living under."

A SUCCESSFUL SEARCH.

At Taipo on Saturday the engineer of the Taipo launch made the acquaintance of a native, and they had such a good time that the now fledged comrade said he would come to Hongkong with the engineer. The launch arrived here at about 11 p.m., and the engineer's acquaintance asked permission to stay on board, as he had nowhere to stay ashore. He was given a "shake-down" in the engine room with the rest of the crew, and in the night he relieved his friend of a gold osh valued at \$5, which was attached to the engineer's watch-chain. The pendant was missed in the morning, and the engineer scolded some of the crew of having stolen it. They all expressed their willingness to be searched, however, and when the engineer had examined them it was apparent that none of the crew had stolen the osh. Suspicion now fell on the engineer's new acquaintance, and he also expressed a desire to be searched, but refused to remove his left boot. The crew removed it for him, however, and there was found the missing osh. On appearing before Mr. C. D. Melbourne at the Police Court yesterday the defendant was sentenced to fifteen days' imprisonment.

The six torpedo-boats, which took part in the war with Japan, and fought their way back to Vladivostok from Port Arthur, when that place was surrendered, have just returned to Vladivostok after a long and difficult voyage of exploration in the Okhotsk Sea and the Straits of Tartary, between Saghalien and the mainland. This voyage is the first serious attempt made by Russian warships to explore the hitherto little known coastline of North Eastern Siberia. The flotilla called at 64 places, during its voyage of about seven thousand miles, twelve astronomical points were fixed, and ten bays, and openings on the coast were explored and surveyed. The voyage lasted 106 days, and the actual length of coastline thus surveyed was 580 miles.

HAQUE CONFERENCE ENDS.

At the final sitting of the Peace Conference on October 18 M. de Noldeff, the president, made a very long speech, surveying the work of the delegates. The task of the Conference, he said, was firstly to endeavour to prevent armed conflicts, and secondly, to secure that, in the event of war breaking out, its effects should be as restricted as possible. For the first time an attempt had been made to codify the rules of naval warfare and the position of neutral. The foundation for this codification had been laid. The conference had not sought to elaborate abstract theories or ideal solutions. The delegates had special instructions, based on their respective interests. The interests of the different States were often diametrically opposed, and the Conference sought to reconcile those interests with the theoretical exigencies of right and justice.

The progress of the Conference as regards means for averting conflicts has been considerable. Time and experience were lacking. The proposals for obligatory arbitration and the institution of an arbitral court of justice had met with insurmountable difficulties. On the other hand, the International Prize Court would stand out as the monument of this Conference.

After pointing out that all established States were represented, M. Noldeff said: "The Conference has worked its best; it is impossible to do everything. Those who come after us will develop what we have begun. The Conference, which will leave its mark in the history of humanity, has assumed a universal character by bringing together in the path of progress delegates from the whole world."

M. Noldeff proposed that a message expressing the gratitude of the conference should be sent to Queen Wilhelmina, and another to President Roosevelt.

On the motion of the Dutch Foreign Minister, a message was also sent to the Tsar. Sir Edward Fry, speaking as depute of the Conference, thanked the President and Vice-President. Speaking of the work done by the Conference, Sir Edward remarked that of all the proposals adopted by the Conference, the most remarkable was that providing for the establishment of an International Prize Court, because it was the first time in the history of the world that a really international court had been organized. He hoped that international law, which was a chaos, would little by little be established by The Hague Court. Sir Edward concluded: "Just one word more. We are about to separate. I feel sure that each one of us will pray for the blessings of heaven on all the others and on their countries. Finally, I bid you from the bottom of my heart, mindful of all the good means, 'Adieu!'"

As the aged delegate finished his speech, his colleagues gave vent to their emotion by a regular outburst of applause.

The final Act enumerates the fourteen conventions drafted by it for signature. It provides that these can be signed at any time before June 30, 1908.

The Act further declares that the Conference is unanimous in recognizing the principle of obligatory arbitration, and in declaring that certain differences, especially those relating to the interpretation of international conventional stipulations are capable of being submitted to obligatory arbitration without any restriction. The Conference confirms the resolution adopted by the Conference of 1899 regarding the limitation of military burdens, and seeing that military burdens have since that date considerably increased in almost all countries, the Conference declares it highly desirable that the Governments should resume the serious study of this question.

The Act also amends the meeting of a third Conference after an interval similar to that between the first and second Conferences, and urges the preparation of its labours and proposes that a Preparatory Committee shall meet two years before the next Conference to prepare a programme and rules of procedure.

ROYAL WEDDING TROUSSEAU.

An army of workpeople was engaged in Paris on the occasion of Princess Marie Bonaparte, who was married to Prince George, the second son of the King of Greece, in Athens, vide our telegram. Appropriately enough, says the "Evening Standard and St. James's Gazette" many of the dresses will be distinctly Empire in outline. One dress is made in a thick, rich white ermine de Chine. This shows a taffier falling nearly to the feet, thickly studded with fine white beads, so fine that it looks like a great variety of stiffer and design. There is a clear sleeve of Malines lace. Princess Marie's colouring enables her to wear all shades of yellow with great success, and Chéruit has made her two evening gowns in this colour.

One has a long coat made of gold fillet lace entirely covered with rich embroidery in silver thread. The delicacy and beauty of the work is a chief feature of needlework and design. On either side of the long basques there are incrustations of superb Venetian lace, of the same richness as a great amount, and the same lace appears also on the corsage. This superb coat falls over a full, long skirt of mères in so fine a quality that it has all the bloom of velvet and the suppleness of crêpe de Chine. This is in a matte tone of golden beige. The second dress is in a pure yellow "citron" shade in mousseline de soie, with the same clinging skirt as the gown of ermine. The Chinese silk of the figure, and all round the skirt there runs a wide insertion of yellow fillet lace, and below this is embroidery in thick, bright floss silk. The dress is cut very low in front, on the bust, but rises gracefully over the shoulder, which are fully covered.

MEAN SQUEEZE ON CHINESE.

An American official who has just been in London, in discussing the Asiatic labour question the other day, mentioned an interesting form of "graft" which has been prevalent in his graft-ridden country. It seems that when a Chinaman wants to return to his native land from the United States with the intention of later on returning to America he is required by law to obtain a return certificate, which enables him to land without difficulty on his return from China.

Secretary Strauss of the Department of Labour was in Salt Lake City a few weeks ago and he found that leading Chinese had had it impressed upon them that in order to obtain the certificate they must consult a solicitor who would draw up the documents in return for a substantial fee, ranging from five to fifty dollars, according to what could be squeezed from the applicant. Mr. Frank P. Sargent, the Commissioner General of Immigration and Naturalization, was at once informed of this enterprising habit of the American lawyers in league with Chinamen, and he promptly ordered notices to be posted for the information of the Chinese that no such fees are necessary, for the immigration officials are compelled to make out the certificates themselves on demand.

EDWARD MEDAL FOR MINERS.

KING CREATES NEW DECORATION FOR BRAVERY.

WOMEN ELIGIBLE.

"I propose very shortly to establish a decoration bearing my name for the courageous men who in mines and quarries of this country voluntarily endanger their lives in order to save the lives of others."—The King at Cardiff, July 13, 1907.

His Majesty has lost no time in fulfilling his promise, for the new decoration, which may be described as the miners' V.B., has now been created. Notification in this effect is given in the *Gazette*. The medal and the note of bravery for which it will be awarded are described thus:—

Firstly.—It is ordained that the medal shall be of two classes, the first to be styled "The Edward Medal of the First Class," and "The Edward Medal of the Second Class."

Secondly.—That the Edward Medal of the First Class shall consist of a circular medal of silver with our effigy on the obverse, and on the reverse a design representing the rescue of a miner with the inscription "For courage."

Thirdly.—That the Edward Medal of the Second Class shall consist of a circular medal of bronze of a similar design.

Fourthly.—That the medals shall only be awarded to those of our faithful subjects and others who in saving or endeavouring to save the lives of others from perils in mines and quarries have endangered their own lives, and that such award shall be made only on a recommendation to us by our Principal Secretary of State for the Home Department.

Fifthly.—That the names of those upon whom we may be pleased to confer either of these decorations shall be published in the *London Gazette*, and that a register shall be kept in the office of our Principal Secretary of State for the Home Department.

Sixthly.—That each medal shall be suspended from the left breast and the ribbon of an inch and three-eighths in width, shall be dark blue with a narrow yellow stripe on either side; provided that when the medal is awarded to a woman it shall be worn on the left shoulder, suspended from a ribbon of the same width and colour, fashioned into a bow.

Seventhly.—That any act of gallantry which is worthy of recognition by the award of the Edward Medal, but is performed by one upon whom the decoration has already been conferred, may be recognized by a star attached to the ribbon by which the medal is suspended; and for every such additional act an additional bar may be added.

Power is taken to forfeit the medal in case of misconduct, and the holder must enter into an agreement to return the medal if his name is erased from the roll.

THE JAPANESE EMPEROR.

SUGGESTED VISIT TO EUROPE.

In the course of a notable leading article on the Imperial birthday, the *Osaka Mainichi* writes as follows (according to a *Kobe Herald* translation):—

Just after the Japan-China war, the Diet voted that part of the indemnity should be contributed towards the expenditure of the Imperial Court as an expression of the national gratitude. A similar wish is now being entertained by the people. They desire to convey to His Majesty in the most satisfactory way their gratitude for the Imperial efforts which resulted in the victories in the recent war. We therefore respectfully suggest His Majesty to pay visits to various foreign Powers escorted by the warships *Sakuma*, *Aki*, *Kurama*, *Tanaka*, and others which have been constructed in Japan, and the *Mikasa*, which is so prominently identified with the late war, and accompanied by the Generals and Admirals who distinguished themselves in that struggle. Such an action would, on the one hand, gratify the people of foreign countries who are desirous to personally see the Emperor, and on the other hand, it would fulfil the wish of the Japanese nation to express its gratitude to His Majesty. The visit of the Crown Prince to Seoul greatly strengthened the relations between Japan and Korea, although he stayed there for only three days. If His Majesty paid a visit to Great Britain, our ally, and also visited Russia, a friend, and some other foreign lands, it is certain that the friendships between Japan and those Powers would be wonderfully increased. If any Powers wanted to send emissaries of Japan, those emissaries would be at once dispelled by the Imperial action, and a further guarantee of the peace of the Far East would be supplied. To His Majesty, also, it would be of much advantage to be able to observe the people and customs of countries which are very different from Japan. We consequently avail ourselves of the opportunity afforded by the Imperial birthday to respectfully suggest that the Emperor should pay visits abroad. In that event the Diet would have pleasure in immediately voting the necessary expenditure, and the whole nation would gladly do anything possible to prepare for His Majesty's journey.

ACCIDENT TO THE "EMPRESS OF CHINA."

There is only the skeleton basis for the very sensational reports that have been telegraphed from America with regard to the accident to the R.M.S. "Empress of China," whilst lying at Vancouver. "It was shortly before 6 p.m. on October 24, that the ship's carpenter, happening to go off, noticed that water was making its way up through the cargo. By some one's blunder, the seacock that takes the water to the condenser was left open; the water entered the vessel, through the main discharge, causing her to settle slightly. A fire engine was at once telephoned for, placed on a scow, and brought alongside, where it was used for pumping the water from the hold. Later the tug *Salvor* took her place and her powerful pumps were started. Fortunately there was but little water on board at the time of the accident, and beyond a quantity of pig lead, which was unaffected by the water the only cargo in the after hold was 3,000 bags of flour, which were damaged. The engine room with the exception of a dynamo was undamaged, and by superhuman efforts the officials of the Company were able to get the steamer ready for sea within four days. She left Vancouver a day later and was delayed for a few hours at Victoria, where a new dynamo of China would have made up for this slight delay on the voyage across the Pacific, but for the heavy weather she encountered. The vessel never "sank," as reported. At low water the bottom touches ground under normal conditions and the flooding of the hold merely caused her to settle slightly on the bottom. Nor is there any foundation for the rumour that the accident was caused with malicious intent by a member of the Oriental crew. The hull of the steamer is not damaged in any way, and during a good portion of her voyage across the Pacific she was making seventeen knots.

EDISON'S NEW MARVEL.

SECRET OF ELASTIC STORAGE NOW SOLVED.

Mr. Thomas A. Edison announces that he has perfected the electric storage battery upon which he has been working for years.

If Mr. Edison's enthusiastic predictions are realized, horses will be banished from the streets of New York in three years. He declares that his new accumulator has been reduced in weight and increased in capacity so that it now effects the solution of the great traffic problem.

Vehicles of all kinds will be able to adopt electricity as motive power by using the Edison accumulator, which will only have to be recharged at long intervals.

Hitherto it has been impossible to store electricity in bulk without involving great weight and consequently reduced carrying capacity. Three years ago Mr. Edison succeeded in constructing an accumulator which drove a motor-car for 150 miles on one charge, but it was cumbersome as well as costly.

Mr. Edison now claims that he has overcome all obstacles, and that motor-cars will soon be so cheap as to be within the reach of every man who can now afford to own a horse.

"I have at last succeeded in placing the electric storage battery on an economical basis," said Mr. Edison. "I am now turning out 300 batteries a week."

After experimenting for three years I realized that the battery capable of furnishing power for 12,000 miles before being recharged, was not superior to the horse. Therefore I made a battery with a capacity of 50,000 miles before being recharged—to the horse's doom. "I expect to have the batteries ready for the perfection of the storage battery. Aluminium is the chief material used."

The inventor made the first announcement of his success at a meeting of the American Electro-Chemical Society recently. He thinks, described an invention which, he thinks, will revolutionize the method of constructing cheap dwellings for workmen.

Mr. Edison's plan is to prepare iron moulds and then fill them with concrete. By working in sections it would be possible, he said, to complete a four-roomed dwelling in a day, and in another week the cement would be dry, and the house practically indestructible.

A specimen house is to be erected on Mr. Edison's estate in New Jersey.

Mr. Edison joined the wireless telegraphy, and declared that it would be possible to send 1,000 words a minute by the Transatlantic wireless system in ten years.

Mr. Edison has been endeavouring to solve the storage battery problem for nearly ten years.

In 1902 he succeeded in devising a battery with which he drove a motor-car over sixty-five miles of rough road, and at the finish had still 83 per cent. of the stored energy. The great cost of the battery prevented it from being a commercial success, however.

According to the *Chicago News* "Mr. Edison launches at Sir Hiram Maxims' prediction that the aid of electric waves generated by the power of Niagara it may yet be possible to signal to Mars."

Sir Hiram is fond of letting off a little enthusiasm hot air like this now and again," he added.

TRANSPORTATION OF MAILS.

The Japanese Minister in Peking has been instructed by the Japanese Government to conclude a proper pre-arrangement with the Chinese Government concerning the transportation of Japanese mails on Chinese railways in order to avoid future misunderstandings. Pending the conclusion of this agreement the Ministry of Posts and Communications has instructed the Inspector-General (Sir Robert Hart) of the Imperial Maritime Customs to transport all Japanese mails from Peking to Mukden, and vice versa, through the Imperial Chinese Post Office on the Imperial Railway of North China. Japanese mail bags from Newchwang to Shanghai and vice versa are to be treated in the same way as previously, without change into further instructions. The War Office will also open negotiations with the representatives of the other Powers which have post offices or agencies at the various Treaty Ports of China concerning the transportation of their mail bags through the L.C.P.O. on Chinese railways.

It is believed that the proposed agreement between Japan and China will be agreed upon by the Waiwupa and Baron Hayashi directly.

HYPNOTISED HERSELF.

STRANGE SCENE IN A HOSPITAL.

A remarkable case of a patient being rendered unconscious by the mere suggestion that an anaesthetic was being administered has occurred at one of the London hospitals.

A young woman went to the hospital to have five teeth extracted. The anaesthetic decided upon by the dental surgeon was ethyl chloride, and this was administered by the usual form of apparatus.

An inflatable cap is placed over the patient's mouth and nostrils, and connected with it is a bag into which a wad of cotton wool is introduced. By the turning of a screw from the outside the capsule is broken and the anaesthetic liberated.

The screw was turned, and the patient went off gracefully into the usual condition of insensibility. Five teeth were extracted, and the patient awoke without having felt any part of the operation.

Only when the young woman had left the room, and the apparatus was being made ready for another patient, was it discovered that the capsule of ethyl chloride had by some mischance not been broken at all.

The condition of insensibility had been brought about by the self-hypnotism of the patient. The belief that an anaesthetic was being administered was so strongly fixed in her mind that she had passed into insensibility entirely by hypnotic suggestion.

LATEST STEAMER MOVEMENTS.

The P. & O. str. *Delta* left Singapore for this port on the 23rd inst. at 8 a.m. with the outward *Esperanza* Mail, and is due here on the 25th inst. at about 7 a.m.

The I.G.M. str. *Princess Alice* left Kobe via Nagasaki and Shanghai on 24th inst. p.m., and may be expected here on or about Tuesday, the 3rd prox.

The C.P.R. str. *Empress of Japan* arrived Shanghai at 1 a.m. on Sunday, the 24th inst., and left again at 9.30 a.m. same day for Nagasaki and Kobe.

The Boston str. *Kuoniam* arrived at Victoria on the 24th inst.

The Boston str. *Shanmoo* sailed yesterday from Kobe.

CLARETS.

ETABLISSEMENTS SCHROEDER AND DE CONSTANS BORDEAUX FRANCE.

VINTAGE WINES, 1899-1904.

	1 doz. Bottles	2 doz. Bottles	4 doz. Bottles
VIN ORDINAIRE	\$ 4.50	\$ 5.50	\$ 8.50
COTES	5.00	6.00	9.00
MEDOC	5.50	6.50	9.50
ST. EMILION	6.50	7.50	10.50
MARGAUX	7.00	8.00	11.00
ST. JULIEN	8.00	9.00	12.00
ST. ESTEPHE	10.00	11.00	14.00
COS ST. MICHEL	12.50	13.50	16.50
CH. LEROVILLE	13.00	14.00	17.00
CH. LAROSE	13.00	14.00	17.00

SOLE AGENTS:—

H. PRICE & CO., LTD.

WINE & SPIRIT MERCHANTS.

12, QUEEN'S ROAD CENTRAL.

COMMERCIAL MORALITY IN JAPAN.

A NOVEL EXPERIMENT.

Much has been written about commercial morality in Japan, and probably the "last word" will not be said for many years to come on this very delicate topic. An experiment is now being made in Kobe which will attract the interest of both Japanese and foreign merchants in the open ports in this country. The experiment to which we refer is the publication of a little periodical entitled *Commercial Morality*, under the editorship of Mr. Uno, who is connected with the *Kobe Yacht Club*. It is the object of Mr. Uno, we understand, to conduct a campaign against those merchants who are found to resort to dishonest or questionable practices, and he invites foreigners and Japanese alike to inform him of any such action which comes to their notice. Mr. Uno is of opinion that by giving publicity to these practices, and urging the merchants to improve the present standard of commercial morality, a much needed improvement will be brought about, and the ground of the present off-hand complaints of breach of contract, short delivery, etc., will gradually be removed. It is evident, however, that very great care must be exercised in dealing with the charges that are brought on one side, and the defences made on the other. In reality the editor of such a publication would act as a judge without the advantage of having before him all the evidence, and much injustice might be done by taking up some particular matter on insufficient information and without a knowledge of all the facts.

From an editorial article in the first issue of *Commercial Morality* we quote the following: "It is a well-known fact that the export trade of Japan has recently made gigantic strides. The income from this source alone amounting to the great total of ¥1,000,000,000 per annum. This is wholly attributable to the untiring exertions of merchants and the improvement of commercial morality. But, looking backward, if we think of the present standing of our commercial morality we cannot but feel that it is still far from satisfactory, and we can only admit that the growth of commercial morality among the Japanese nation as a whole is as yet very slow and moreover inconspicuous to the great hindrance of a further increase of foreign commerce and trade."

"That commercial morality should be strictly maintained and improved for the sake of the country has hitherto been publicly expressed and urged by all sections of the community, but the result of this demonstration has, so far, proved very unsatisfactory. There still exists in this country a class of merchants who are not only indifferent to this important doctrine, but transact business with foreigners in such a way that it tends not only to damage their own reputation and future profits, but creates a great obstacle to the development of the foreign trade of Japan. All this is admitted by men of keen observation, and we can therefore conclude that the development of foreign trade and the prosperity of a country's commerce greatly depend upon the state of its commercial morality."

"Japan has not many recognized organs by which she can teach her children how to practise this theory to their own credit and advantage; and some people are consequently left on a level not very different from that on which they stood some scores of years ago in things of this matter. Should this state of things be left unaltered, the result will seriously threaten the national interests."

"Having been in contact with the prevailing conditions in commercial circles for some years past, I have made it my duty to establish an institution on this theory under the title of the Shogyo Dotoku Koshinkwai (Commercial Morality Encouragement Society). To attain this end and effectually, however, the aid of the public is both necessary and desirable; and the publication of a little periodical with the above heading, through the medium I wish to deal freely with our long-cherished ideal, called loudly for the public to draw attention to this essential policy for the future success of the trade and commerce of our country."

Foreign firms are invited to communicate with the editor of *Comme c of Morality—Japan Chronicle*.

THE NEW MORALITY.

It is interesting to note that though the new morality written of in the "North Atlantic Monthly" is an American product, it is by no means without its counterpart in England. There is a great revolution going on in the United States, the old Captains of Industry are being dethroned by the mob which, once worshipped and imitated, has now given food and power and safety to their followers; thought is being entitled to eat and drink and live splendidly. But now that America has been made safe and comfortable by the men of action, the talkers have come forward to tell the people that all the wealth has been made by the hands of labour; that only the soldier in the ranks of commerce is important in the new order; and that leaders do not create the victories of commerce. "That follow who sit should say of the brain," while we do the *virtuoso* is a tyrant; and, having blown him out of his house, should find themselves incompetent to make further movement, when deprived of the brain's tyranny. There is more than a little of this sort of thing going on in England as well as in America; too good a tendency to exalt manual labour against brain work, and to underrate the man who, by his power of organization and leadership, has created huge industrial enterprises. The new morality is apt to forget that we owe our rise from savagery to the brain, and not to the hands.—*Globe*.

NAVAL HOSPITAL STEWARD CURED.

Of Psoriasis Contracted While in Service in West Indies—Left Scaly Surfaces on Lower Limbs—Eczematous Eruption Followed—Nothing Gave Permanent Relief.

SUFFERED 23 YEARS CURED BY CUTICURA

"I suffered for years from psoriasis affecting the outer sides of the calves of both limbs, contracted in the West Indies, '82 or '83 while serving on H. M. S. 'Northampton,' as sick berth steward. In that capacity I had the use of nearly all the Remedies of the Pharmacopoeia, but through change of the disease I did not consult any medical officer, but treated myself with various preparations of mercury and calomel and arsenic for about nine months, but the eruption continued for years, and eventually left a scaly surface surrounding both limbs. In 1905 I tried Cuticura Remedies which seemed to remove the eruption, but at the beginning of the present year an eczematous eruption appeared, then seeing a Cuticura advertisement, I decided to give a trial to the Cuticura Remedies, of which I needed but five supplies. After the first week I found great relief and I have been quite free from any irritation since, although in all. There is only a faint discoloration left, and I consider that Cuticura Remedies have done more towards curing this troublesome disease of which I suffered so long than all the other remedies put together and I recommend them to all my friends. I conclude, Henry Campbell, Naval Pensioner, 9, Grove Road, Luton, Chatham, Kent, Oct. 17, 1906."

Complete External and Internal Treatment for Every Humour of the Skin, including Psoriasis, Eczema, Itch, Scabies, Ringworm, etc. Cuticura Remedies are sold everywhere. In the U.S.A. Cuticura is sold by Dr. J. C. Ayer & Co., Lowell, Mass., U.S.A. In the U.K. Cuticura is sold by Messrs. J. B. Rose & Co., Ltd., London, W.C. In the Colonies Cuticura is sold by Messrs. J. B. Rose & Co., Ltd., London, W.C. In the U.S.A. Cuticura is sold by Dr. J. C. Ayer & Co., Lowell, Mass., U.S.A. In the U.K. Cuticura is sold by Messrs. J. B. Rose & Co., Ltd., London, W.C. In the Colonies Cuticura is sold by Messrs. J. B. Rose & Co., Ltd., London, W.C.

UNION JACK CLUB.

The Union Jack Club, which was opened by His Majesty the King on July 1st, has more than satisfied the hopes and aspirations of its promoters, and most ardent supporters. The Council are now able to estimate the extent of its popularity with the sailors and soldiers to its gratifying and encouraging.

Over 13,000 men have occupied the bedrooms at the Club since it was opened, the number of soldiers being about equal to that of sailors and marines. No further proof is therefore required that the Club has met a real want, and is a great success. It is much appreciated by the men of both Services, and its popularity is assured. The Council are now able to estimate the extent of its popularity with the sailors and soldiers to its gratifying and encouraging.

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The price of a copy will be such that every purchaser, while supporting the Union Jack Club and helping towards the completion of this national memorial, will receive full and even overflowing measure of literary and artistic value in return for this payment.

All communications should be addressed to Major H. E. Trappell, at Ouseley Hall, Richmond, Surrey, who is the originator of the idea, and will act for the Council of the Club as Honorary Editor-in-Chief.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and should be sent to the Office of the Daily Press, 11, Des Voeux Road, Hongkong, before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

ST. ANDREW'S BAIL.

SCOTSMEN desirous of becoming Subscribers are requested to send in their names to the Hon. Secretary, Mr. R. C. MUNRO, King's Buildings, from whom full particulars may be obtained.
Hongkong, 26th November, 1907. 1878

TO LET.

3, SEYMOUR TERRACE, Furnished or Unfurnished. Possession from January 1st 1908.
Apply by letter to G. A. WOODCOCK.
Hongkong, 25th November, 1907. 1879

PONIES! PONIES! PONIES!

THE Undersigned have been instructed to Sell by Public Auction at Kennedy's Stables, Causeway Bay, On THURSDAY, the 26th November, 1907, at 4 p.m., SIXTEEN CHINA FONY GRIFINS, recently arrived from "Cheong Shing," direct from Tientsin.

These Ponies have been imported by a well-known Chinese Dealer and are now open to inspection at the above Stables.
TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

DOUGLAS STEAMSHIP COMPANY LIMITED.

For SWATOW, AMOY and FOCHOW.

THE Company's Steamship

"HAIMUN"

Captain A. J. Robson, will be despatched for the above Ports on THURSDAY, the 28th inst., at 4 p.m.

For Freight or Passage, apply to DOUGLAS, LAPEL & Co., General Managers.
Hongkong, 26th November, 1907. 1881

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 27th inst., will be landed at Consignees' risk and expense.

Consignees of cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD., Agents.

25th November, 1907. 1877

NORDDEUTSCHER LOYD, BREMEN

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ REGENT LUITPOLD"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Friday, the 23rd inst., at 6 p.m.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 9.30 a.m.

All Claims must reach us before the 4th December, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LOYD, MELCHERS & CO., Agents.

Hongkong, 24th November, 1907. 5

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT

is now ready and contains—

Epitome of the Week's News.

Leading Articles.

Chinese Aristocrats and Plebeians.

Chinese Gammon.

Dearest Bread.

A Notable Mission.

Woman, East and West.

Socialists and Boers.

A Mere Ispas Lingue.

Tableaux Vivants at the Theatre Royal.

Grand Masonic Concert.

Supreme Court.

Interpret Cricket.

Interpret Tennis.

Eulogium of Bishop Landor.

Daring Robbery at Beaconsfield Arcade.

Macao.

Evolution of Hongkong.

Prince-It's-Dinner.

The International Cotton Manufacturing Co., Ltd.

Cantonese "Patriots."

Commercial.

Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent, including postage 34 cents each, or \$1.00 Cash for three copies.

Subscription: \$12 per Annum, payable in advance; postage \$2.

Hongkong, 26th November, 1907.

NEW ADVERTISEMENT

DAMPFSCHIFFS-EHEDEBEI "UNION" ACTIEN-GESELLSCHAFT.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"ALBENGA,"

Captain Peterson, will be despatched for the above Port on or about SATURDAY, the 21st December, 1907.

For Freight, apply to

CARLOWITZ & Co., Agents.

Hongkong, 26th November, 1907. 1882

INTIMATIONS

STOCKBROKERS' ASSOCIATION OF HONGKONG.

NOTICE.

THE SETTLEMENTS This Month (November) will take place on FRIDAY next, the 29th inst.

E. J. MOSES, Hon. Secretary.

Hongkong, 25th November, 1907. 1872

HARBOUR MASTER'S DEPARTMENT.

IT IS HEREBY NOTIFIED that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

On SATURDAY, the 30th November:—

From Stonecutters, in a Westerly direction, at ranges up to 6,000 yards, commencing at 2 p.m., and finishing at 6 p.m.

If the weather is unfavourable on the above date, Practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

BASIL TAYLOR, Commander, R.N.

Hongkong, 23rd November, 1907. 1835

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from THE PROPRIETORS, THE WESTERN HOTEL, to Sell by Public Auction,

On THURSDAY, the 28th November, 1907, at 11 a.m. at No. 93, Queen's Road West,

THE WHOLE OF THE FURNITURE THEREIN CONTAINED,

Comprising:—DOUBLE and SINGLE IRON BEDSTEPS and BEDDING, SIDEBOARDS with Bevelled Glass, DINING TABLES, WASHSTANDS, DRESSING TABLES, PICTURES, GLASS and CROCKERY WARE, &c., &c.

Also

One ENGLISH BILLIARD TABLE by Heusinger Bros, London,

AND

2 COTTAGE PIANOS.

TERMS:—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 20th November, 1907. 1847

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

On TUESDAY and WEDNESDAY, the 27th and 28th December, 1907, at 10 a.m., each day, at H.M. NAVAL YARD,

SUNDRY OLD and SURPLUS NAVAL and VICTUALLING STORES,

Comprising:—

OLD and SURPLUS NAVAL STORES:—CHAIN CABLE, WOOD BLOCKS, IRON and STEEL BOLTS, HOSES, TOOLS, OLD IRON and METAL, ELECTRIC CABLE, MATS and MATTINGS, WOOD BOXES, LEATHER, COAL SACKS, OLD INDIA RUBBER, OLD BOATS, FURNITURE, CARPET, OLD CANVAS CUTTINGS, &c., &c.

Old and SURPLUS VICTUALLING STORES:—BEDDING, SEAMEN'S CLOTHING, MESS TRAP, COOPERAGE MATERIALS, a large quantity of BISCUITS, &c., &c.

Catalogues will be issued.

TERMS OF SALE:—As Customary.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 15th November, 1907. 1835

PUBLIC AUCTION

By ORDER OF H.M. WAR OFFICE.

THE FOLLOWING

VERY VALUABLE LEASEHOLD PROPERTY.

Known as INLAND LOT NUMBER 427 (SPRING GARDENS) containing an area of about 42,233 square feet and having a frontage on Queen's Road East of 228 feet, situate at Queen's Road East, Hongkong, will be Sold by

PUBLIC AUCTION

On WEDNESDAY, the 18th day of December, 1907, at 3 o'clock in the afternoon, in One Lot by

Messrs. HUGHES & HOUGH, Auctioneers,

at their Auction Rooms, in Des Voeux Road, Central.

The Property consists of:—

All that piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as Inland Lot 427, and all buildings thereon and appurtenances thereto belonging, held under the Crown Lease thereof dated the 7th day of April, 1856, for the term of 999 years from the 29th day of July, 1838, at the annual Crown Rent of 2150 Sterling (£750), subject to the covenants and conditions contained in the lease.

For further particulars apply to

THE AUCTIONEERS,

or to

DENNIS & BOWLEY, Solicitors for the Vendors.

Hongkong, 21st November, 1907. 1834

TO LET

TO LET.

GROUND FLOOR of No. 4, Des Voeux Road including a Strong Room and servants' quarters.

The Top Floor of No. 2, Wyndham Street lately vacated by the Hotel Baltimore, suitable for a Club or Boarding House.

Apply to

DAVID SASSOON & Co. Ltd.

Hongkong, 11th November, 1907. 1838

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to

COMPRADORE'S DEPARTMENT.

Nippon Yusen Kaisha, Hongkong, 3rd June, 1905. 197

TO LET.

GODOWNS Nos. 35, 36, 37 and 101, Praya East.

Apply to

CHATER & MODY, Victoria Buildings.

Hongkong, 20th June, 1907. 1039

TO LET.

NO. 33, CAINE ROAD.

Apply to

LEIGH & ORANGE, 1, Des Voeux Road.

Hongkong, 9th October, 1907. 94

TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON.

Apply to

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, 1st November, 1907. 192

TO LET.

NO. 5, MORRISON HILL.

Apply to

M. W. SLADE, Prince's Buildings.

Hongkong, 22nd November, 1907. 1859

TO LET.

FIRST Class European Houses, Leohial Terrace and Humphreys Avenue Kowloon.

Apply to

HEWAN & CO., Care of China Merchants S. N. Co.

Hongkong, 1st October, 1907. 1530

TO LET.

NO. 5, ORMSBY TERRACE, Kowloon.

Apply to

SPANISH PROCURATION.

Hongkong, 18th October, 1907. 1677

BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE

"BRESIDE"

A LARGE and COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate.

Apply to

Mrs. F. W. WATTS, "Breside," 20, Macdonnell Road (late of "Tang Tsan").

Hongkong, 27th June, 1905. 143

TO LET.

NO. 4, QUEEN'S GARDENS—7 Rooms and 4 Bathrooms, lately colourwashed, painted and repaired throughout, Electrical fittings, &c. can be taken over at a valuation.

Apply to

Care of DENISON, RAM & GIBBS, Hongkong, 5th November, 1907. 1769

TO LET.

SHOPS and FLATS in Des Voeux Road, Central.

Apply to

HUMPHREYS ESTATE & FINANCE CO., LTD.

Hongkong, 15th July, 1907. 1155

TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.

Apply to

OFFICES on the Third Floor of 1, TEL MANSIONS, 3 ROOMS Corner over Messrs. Kruse & Co. Fine position. Cheap rental.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

NO. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Calbrook MacGregor).

OFFICES in Queen's Road Central.

BELLIOS TERRACE HOUSES, ROBINSON ROAD.

BISHOP'S LODGE SOUTH (PEAK) Fully Furnished, Immediate Possession.

NO. 1, MOUNTAIN VIEW (PEAK) Furnished. For 4 or 5 months from 1st December, 1907.

NO. 1, ALBANY.

NO. 2, BEACONSFIELD ARCADE.

NO. 55, ELGIN STREET (Corner House).

NO. 57, PRAYA GRANDE, MACAO.

Apply to

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings.

Hongkong, 26th November, 1907. 1162

TO LET.

NO. 2, HOLLYWOOD ROAD.

Apply to

ARRATON V. APCAR & Co., 45, Wyndham Street.

Hongkong, 2nd March, 1907. 491

TO LET

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply to

SECRETARY, A. S. WATSON & Co., Limited.

Hongkong, 23rd April, 1907. 1800

TO LET FURNISHED.

FOR Twelve Months, 3, Victoria View, Kowloon, 6 Rooms, use of Tennis Court.

Apply at the House, Hongkong, 25th November, 1907. 1873

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon.

Apply to

E. D. SASSOON & CO., Compradore Department.

Hongkong, 22nd August, 1907. 1332

TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground.

"HATHERLEIGH," Conduit Road, A HOUSE in CLINTON GARDENS, Conduit Road.

OFFICES in YORK BUILDING, GODOWNS in PRATA EAST, BLUE BUILDINGS and No. 16B, Des Voeux Road next to the HONGKONG HOTEL.

FLATS in MORTON TERRACE.

Apply to

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, 21st November, 1907. 1792

TO LET.

UPPER Level, TWO ROOMS, in private family. Tennis Court.

For particulars apply to

E. H. L., Care of "Daily Press" Office.

Hongkong, 29th October, 1907. 1735

TO LET

THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sunday
excepted, to receive and deliver perishable goods.
WM. PARLANE, Manager.

SHIPPING.

ARRIVALS.
 CATHERINE ARCAR, British str., 1,370, A. Stewart, 25th November—Calcutta and Straits 5th November, General—David Sassoon & Co.
 CHOWTAT, German str., 1,115, W. Moller, 25th November—Bangkok Nov. 16th, and Swatow 24th, Rice and Teakwood—Butterfield & Swire.
 EASTERN, British str., 2,273, W. G. McArthur, 25th November—Kobe 20th Nov., General—Gibb, Livingston & Co.
 KAIFONG, British str., 936, E. Finlayson, 25th November—Hilo and Cebu 21st Nov., Sugar and Wood—Butterfield & Swire.
 KAMAKURA MARU, Japanese str., 3,798, H. Fraser, 25th November—Kobe Nov. 16th, and Shanghai 22nd, General—Nippon Yusen Kaisha.
 MATSUDE, German str., 531, A. Ulderup, 24th Nov.—Haiphong, Pakhoi and Hoihow 23rd Nov., General—Jensen & Co.
 TUDOR, Dutch str., 2,355, P. Zwart, 24th November—Amoy 27th November, General—Yata-China-Japan Line.
 YAWATA MARU, Japanese str., 3,816, K. Hamada, 25th November—Melbourne, &c. 27th Oct., General—Nippon Yusen Kaisha.
 YUENANG, British str., 1,128, Rolfe, 25th November—Manila 22nd Nov., General—Jardine, Matheson & Co.

CLEARANCES
 AT THE HARBOR MASTER'S OFFICE.
 25th November.
 Fri. Norwegian str., for Saigon.
 British str., for Haiphong.
 Italian, British str., for Swatow.
 Quanta, German str., for Saigon.
 Tanka, French str., for Europe, &c.
 Winnipeg, British str., for San Francisco.

DEPARTURES.
 25th November.
 KWANGTAN, Chinese str., for Shanghai.
 P. R. LUTFOLD, German str., for Shanghai.
 TURKISH, Japanese str., for Kuchino.

SHIPPING REPORTS.
 The British str. Yuenang reports: Strong monsoon, high sea.
 The British str. Kaifong reports: Fine weather with moderate winds and smooth sea to Pichia Port, thence fresh to strong monsoon with high sea to Gap Rock.

VESSELS IN DOCK.
 November 25th.
 ABERDEEN DOCKS.—Progress.
 KOWLOON DOCKS.—Nail Melard, Germania, Thuan, Kuytgen, H.M.S. Whiting, Prinz Sigismund, Joynt, Barmen, Henc.
 COSMOPOLITAN DOCKS.—Taming, Tean.

VESSELS ON THE BERTH
 DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY AND FOOCOW.

THE Company's Steamship
 "HAITAN,"
 Captain J. S. Roach, will be despatched for the above Ports TO-DAY, the 26th inst., at 10 a.m.

For Freight or Passage apply to
 DOUGLAS LARPAK & Co.,
 General Managers.
 Hongkong, 25th November, 1907. 168

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.
 STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, PLYMOUTH AND LONDON.
 MAREILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship
 "TONKIN"
 Captain Charbonnel, will be despatched for MAREILLES, on TUESDAY, the 26th November, at 1 p.m.
 This steamer connects at Colombo with the Australian line steamship bound for MAREILLES via BOMBAY and Aden.
 Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transshipment at Colombo.
 Cargo also booked for principal places in Europe.
 Next sailings will be as follows—
 S.S. "POLYNESIE" ... 10th Dec.
 S.S. "TOURANE" ... 24th Dec.
 G. de CHAMPEAUX,
 Agent.
 Hongkong, 13th November, 1907. 2

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
 "DEVANHA,"
 Captain T. H. Hido, R.N.R., carrying His Majesty's Mails, will be despatched for this for Bombay &c. on SATURDAY, the 30th November at Noon, taking passengers and cargo for the above ports in connection with the Company's S.S. "HIMALAYA," 7,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the K.M.S. "ARABIA," due in London on 11th January, 1908.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 18th November, 1907. 1

ON SALE.
 BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1907. With Index. Price \$7.50.
 On sale at the "HONGKONG DAILY PRESS" Office.
 Hongkong, 26th July 1907.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	T. H. Hido, R.N.R.	P. & O. S. N. Co.	On 30th inst., at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	NOE	Brit. str.	—	G. Philippe	P. & O. S. N. Co.	About 4th December
MAREILLES, &c. VIA PORTS OF CALL.	TONKIN	Fr. str.	—	Charbonnel	MESSAGERIES MARITIMES	To-day, at 1 p.m.
MAREILLES, ANTWERP & HAMBURG	BRISGAVIA	Ger. str.	k.w.	Griestbraun	HAMBURG-AMERIKA LINIE	On 29th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	CANTON	Swed. str.	—	—	MELCHERS & Co.	On 12th December
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 23rd December
NAPLES, GENOA, ALGERIA, GIBRALTAR, &c.	C. F. LAEISZ	Ger. str.	k.w.	Wagner	MELCHERS & Co.	On 24th January
NAPLES, LISBON, HAVRE & HAMBURG	PRINCESS ALICE	Ger. str.	—	G. Roth	MELCHERS & Co.	About 25th December
NAPLES, HAVRE & HAMBURG VIA STRAITS, &c.	SACHSEN	Ger. str.	—	Wollemas	MELCHERS & Co.	On 11th December
NAPLES, HAVRE & HAMBURG VIA STRAITS, &c.	SILESIA	Ger. str.	k.w.	Bahle	HAMBURG-AMERIKA LINIE	On 9th January
NAPLES, HAVRE & HAMBURG VIA STRAITS, &c.	THURIN	Ger. str.	k.w.	W. Dohren	MELCHERS & Co.	On 30th January
CONSTANTINOPLE, ODESSA & BLACK SEA PORTS	HAMBURG	Ger. str.	k.w.	Filler	MELCHERS & Co.	Quick despatch.
NEW YORK VIA PORTS & SUEZ CANAL	KIEV	Rus. str.	—	—	STANDARD OIL CO.	About 30th inst.
NEW YORK VIA PORTS & SUEZ CANAL	ATYOL	Am. str.	—	—	—	About 10th December
VANCOUVER VIA SHANGHAI JAPAN, &c.	SCHUTTKILL	Ger. str.	—	Anderson	CARLOWITZ & Co.	About 21st December
VANCOUVER VIA SHANGHAI JAPAN, &c.	ALBENGA	Ger. str.	—	Peterson	CANADIAN PACIFIC R. CO.	On 19th Dec., at 4 p.m.
YOKOHAMA (B.C.) & TACOMA VIA JAPAN	MONTEAGLE	Brit. str.	1 m.	T. W. Garlick	DODWELL & Co., Ltd.	On 28th inst., at Noon
YOKOHAMA (B.C.) & TACOMA VIA JAPAN	TELMONT	Am. str.	—	—	—	On 13th December
AUSTRALIAN PORTS VIA MANILA	KATHERINE PARK	Brit. str.	—	—	—	On 3rd inst.
AUSTRALIAN PORTS VIA MANILA	EASTERN	Brit. str.	—	—	—	On 4th Dec., at Noon
AUSTRALIAN PORTS VIA MANILA	CHANGHAI	Brit. str.	1 m.	McArthur	GIBB, LIVINGSTON & Co.	On 30th inst.
AUSTRALIAN PORTS VIA MANILA	IRINZ SIGISMUND	Ger. str.	—	G. V. Eidy	BUTTERFIELD & SWIRE	On 4th Dec., at Noon
AUSTRALIAN PORTS VIA MANILA	THURIN	Ger. str.	—	D. Lenz	MELCHERS & Co.	On 5th Dec., at 5 p.m.
AUSTRALIAN PORTS VIA MANILA	THURIN	Ger. str.	—	C. Lindbergh	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	CHONGKING	Ger. str.	—	H. Koops	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
AUSTRALIAN PORTS VIA MANILA	DORTMUND	Ger. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	TOEKANE	Fr. str.	k.w.	Lauchlin	HAMBURG-AMERIKA LINIE	About 25th inst.
AUSTRALIAN PORTS VIA MANILA	SOSHU MARU	Jap. str.	—	K. Tashiro	MESSAGERIES MARITIMES	To-morrow, at 8 a.m.
AUSTRALIAN PORTS VIA MANILA	CHOYANG	Brit. str.	—	T. Meyrick	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	WOSANG	Brit. str.	—	A. A. Campbell	JARDINE, MATHESON & Co., Ltd.	About 29th inst.
AUSTRALIAN PORTS VIA MANILA	DELTA	Brit. str.	—	C. L. Daniel, R.N.R.	P. & O. S. N. Co.	About 1st December
AUSTRALIAN PORTS VIA MANILA	PERAWUR	Brit. str.	—	C. F. Lockstone	P. & O. S. N. Co.	Middle of December
AUSTRALIAN PORTS VIA MANILA	SIAM	Am. str.	—	—	MELCHERS & Co.	On 2nd December
AUSTRALIAN PORTS VIA MANILA	SCANDIA	Ger. str.	k.w.	V. Dokren	HAMBURG-AMERIKA LINIE	On 3rd Dec., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	YORCK	Ger. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	About 4th December
AUSTRALIAN PORTS VIA MANILA	NIEN	Ger. str.	—	J. Randemann	MELCHERS & Co.	About 8th December
AUSTRALIAN PORTS VIA MANILA	HUNAN	Ger. str.	—	E. P. Martin	BUTTERFIELD & SWIRE	On 29th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	FUKUSHU MARU	Jap. str.	1 m.	T. J. To	OAKA SHOSHU KAISHA	To-morrow, at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	HATTAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS LARPAK & Co.	To-day, at 10 a.m.
AUSTRALIAN PORTS VIA MANILA	KIUNANG	Brit. str.	1 m.	H. A. Wavell	DOUGLAS LARPAK & Co.	On 28th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	HAIMUN	Brit. str.	2 h.	A. J. Reeson	DOUGLAS LARPAK & Co.	On 4th Dec., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	SHAOHSING	Brit. str.	1 m.	L. D. Northcombe	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	YOCOW	Brit. str.	1 m.	F. Northcombe	BUTTERFIELD & SWIRE	On 29th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	TAMING	Brit. str.	1 m.	A. W. Outbridge	BUTTERFIELD & SWIRE	On 30th inst.
AUSTRALIAN PORTS VIA MANILA	YUENANG	Brit. str.	—	T. Meyrick	JARDINE, MATHESON & Co., Ltd.	On 6th Dec., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	ZAFIRO	Brit. str.	—	A. Fraser	SHEWAN, TOMES & Co.	On 7th December
AUSTRALIAN PORTS VIA MANILA	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	LOON	Brit. str.	—	R. Almond	SHEWAN, TOMES & Co.	Middle of December
AUSTRALIAN PORTS VIA MANILA	KAIFONG	Brit. str.	1 m.	E. Finlayson	BUTTERFIELD & SWIRE	On 28th inst., at 3 p.m.
AUSTRALIAN PORTS VIA MANILA	BORISO	Ger. str.	—	F. Semblil	MELCHERS & Co.	On 7th Dec., at 3 p.m.
AUSTRALIAN PORTS VIA MANILA	JAPAN	Brit. str.	—	J. G. Offent	DAVID SASSOON & Co., Ltd.	Quick despatch.
AUSTRALIAN PORTS VIA MANILA	NAMSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
AUSTRALIAN PORTS VIA MANILA	TJATJAP	Dut. str.	—	van Emmerick	JAVA-CHINA-JAPAN LINE	Quick despatch.

EAST ASIATIC CO., LD.
 COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.
 ST. PETERSBURG & VLADIVOSTOK.
SWEDISH EAST ASIATIC CO., LD.
 GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.
 DESTINATION STEAMERS DATE OF SAILING.
 MARSEILLES, HAVRE, GOTHENBURG AND COPENHAGEN. "CANTON" On 12th December.
 SHANGHAI, YOKOHAMA AND KOBE "SIAM" Middle of December.
 For Further Particulars, apply to
 MELCHERS & CO.,
 Agents.
 Hongkong, 25th November, 1907. 9

HONGKONG-MANILA.
 Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms. Electric Light, Perfumery. CUISINE. SURGEON AND STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila	On 30th November.
RUBL	2540	R. W. Almond	Manila	On 7th December.

For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 26th November, 1907. 15

HONGKONG-NEW YORK.
AMERICAN ASIATIC STEAMSHIP COMPANY.
 FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).
 S.S. "ATHOLL" ... About 30th November.
 For freight and further information apply to
 SHEWAN TOMES & CO.,
 GENERAL AGENTS.
 Hongkong, 19th November, 1907. 16

INDO-CHINA STEAM NAVIGATION CO., LIMITED.
 PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 FOR
 SHANGHAI VIA SWATOW ... "WOSANG" Tuesday, 26th Nov., 11 a.m.
 TIENTSIN ... "CHEONGSHING" Wednesday, 27th Nov., 4 p.m.
 SHANGHAI ... "CHOYANG" Thursday, 28th Nov., 4 p.m.
 MANILA ... "YUENANG" Friday, 29th Nov., 4 p.m.
 SHANGHAI, YOKOHAMA, KOBE & MOJI ... "KUTSANG" Tuesday, 3rd Dec., 4 p.m.
 MANILA ... "LOONGSANG" Friday, 6th Dec., 4 p.m.
 SINGAPORE, PENANG & CALCUTTA ... "NAMSANG" Saturday, 7th Dec., 3 p.m.
 Reduced Fares to STRAITS AND CALCUTTA.
 Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.
 "Manila" ... 165.
 "Calcutta" ... 250.
 * These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 * Taking Cargo on Through Bills of Lading to Cheloo, Tientsin, Newchwang and Yangtze Ports.
 For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,
 GENERAL MANAGERS.
 Hongkong, 26th November, 1907. 13

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.
 PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
 VIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain	Sailing Date.
* TREMONT	9,606	T. W. Garlick	On 10th December.
* SUVERIC	6,232	W. Skotou	On 4th January, 1908.
* KUMERIC	6,232	Cowley	On 23rd January, 1908.
* SHAWMUT	9,606	E. V. Roberts	On 21st February, 1908.

† Cargo only.
 CHEAP FARES. EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
 For further information apply to—
 DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 19th November, 1907. 7

HAMBURG-AMERIKA LINIE.
PASSENGER SERVICE.

BY the new steamers, "BRENNAN," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are midship and fitted with fans. Laundry on Board. Doctor and Stewardses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE, YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG.
SCANDIA ... 2nd December	SILESIA ... 11th December
HABSBURG ... 22nd December	SCANDIA ... 9th Jan., 1908
BRENNAN ... 21st Jan., 1908	HABSBURG ... 30th Jan., 1908
	ADEN ... 27th Feb., 1908
	HOHENSTAUFEN ... 24th March, 1908

FREIGHT SERVICE.
 NEXT SAILINGS OUTWARD:
 DORTMUND ... FOR SHANGHAI, KOBE & YOKOHAMA ... 29th Nov.
 SCANDIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Dec.
 C. F. LAEISZ ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Dec.
 NEXT SAILINGS HOMEWARD:
 VIA STRAITS, COLOMBO AND ADEN.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COFENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIPOLI, GENOA, PORTS in the LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

BRISGAVIA ... MARSEILLES, ANTWERP & HAMBURG ... 29th Nov.	
* SILESIA ... NAPLES, LISBON, HAVRE & HAMBURG ... 11th Dec.	
SEGOVIA ... HAVRE & HAMBURG ... 25th Dec.	
SCANDIA ... NAPLES, HAVRE & HAMBURG ... 30th Jan., 08	
C. F. LAEISZ ... HAVRE & HAMBURG ... 24th Jan., 08	
HABSBURG ... NAPLES, HAVRE, & HAMBURG ... 30th Jan., 08	

* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer, Saloon and cabins midship. Lighted throughout by electricity. Daily qualified Doctor and stewardses carried. Laundry on board.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
 FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
 "TOURANE,"
 Captain Laucelin, will be despatched for the above Ports on or about the 25th inst. For Freight or Passage, apply to
 G. de CHAMPEAUX,
 Agent.
 Hongkong, 20th November, 1907. 2.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
 "JAPAN,"
 Captain J. G. Offent, will be despatched for the above Ports on THURSDAY, the 28th inst., at 3 p.m., instead of as previously advertised.
 For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd.,
 Agents.
 Hongkong, 25th November, 1907. 1862

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELPHI, NEW ZEALAND, TASMANIA, &c.

THE Steamship
 "EASTERN,"

Captain McArthur, will be despatched as above on SATURDAY, the 30th inst., at Noon. This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
 GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, 4th November, 1907. 1767

THE RUSSIAN VOLUNTEER FLEET.
 FOR CONSTANTINOPLE, ODESSA AND BLACK SEA PORTS.

THE Steamship
 "KIEV,"

will be ready to load about FRIDAY, the 6th December.

For Freight apply to,
 MELCHERS & CO.,
 Agents.
 Hongkong, 25th November, 1907. 1876

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 (With liberty to call at the Malabar Coast).

THE Steamship
 "SCHUTTKILL,"

Captain Anderson, will be despatched as above on or about the 10th December. For Freight, &c., apply to
 STANDARD OIL CO. OF NEW YORK,
 Oriental Freight Department,
 (Hotel Mansions).
 Hongkong, 13th November, 1907. 171

TOYO KISEN KAISHA.
SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE, via JAPAN, PORTS (Karatse, Kobe and Yokohama). With option to Call at Mexican and other Coast Ports.

Steamers Tons On or about
 "KATHARINE PARK" 5,000 Mid. of Dec.
 "KASATO MARU" 6,100 Sometime in March 1908.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager,
 York Building.
 Hongkong, 14th November, 1907. 10

PRINTING

AND
BOOKBINDING
 OF
 ALL DESCRIPTIONS

BUSINESS CIRCULARS,
 COMPANY PROSPECTUSES,
 COMPANY REPORTS & BALANCE SHEETS,
 BILLS OF LADING,
 FREE & MARINE INSURANCE FORMS,
 STOREKEEPERS' PRICE LISTS,
 COMMERCIAL CODES,
 COMMERCIAL REPORTS,
 COMMERCIAL FORMS OF ANY KIND,
 ALSO
 MENU CARDS, VISITING CARDS, INVITATION CARDS, &c.

J. EDGERS & ACCOUNT BOOKS

